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REFERENCE

COAST GUARD BULLETIN

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MESSAGE FROM THE SECRETARY OF THE NAVY

14 August 1945.

All hands of the United States Navy, Marine Corps, and Coast Guard may take satisfaction in the conclusion of the war against Japan and pride in the part played by them in accomplishing that result.

The demobilization of the armed forces of the United States and the return to conditions of peace will create problems taxing patience and control almost as great as the tension of war. I ask that the discipline which has served so well to bring this democracy through hours of great crises be maintained to the end that nothing shall mar the record of accomplishment and glory that now belongs to the Navy, Marine Corps, and Coast Guard.

(Signed) JAMES FORRESTAL,
Secretary of the Navy.

MESSAGE FROM THE COMMANDANT

15 August 1945.

At this moment marking the cessation of hostilities in the mightiest and most terrible conflict in the history of all mankind, the Commandant of the United States Coast Guard wishes to express to all members of the Service his sincere appreciation for the untiring and unstinting efforts exerted by them in all the quarters of the globe during the entire troublous period from which we have, with the aid of a Divine Providence, so successfully emerged. By the service you have rendered to your country, you have fully upheld the gallant traditions of the United States Coast Guard. The Commandant sends to all hands a heartfelt well done.

(Signed) R. R. WAESCHE,
Commandant, United States Coast Guard.

SERVICE ACTS PROMPTLY ON DEMOBILIZATION AND RETURN TO PEACETIME STATUS

Announcement of the surrender of Japan was promptly followed by action upon the part of the Coast Guard looking toward the ultimate demobilization of its wartime forces and a return to peacetime duties. This action has included the provision of appropriate personnel for all activities directly concerned with demobilization, such as medical, finance, transportation, per-

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sonnel records offices, intake centers, separation centers, and receiving units.

All enlistments in the United States Coast Guard Reserve and the Women's Reserve (SPARS) have been discontinued, and all future enlistments will be in the regular Coast Guard and limited to 17-year olds.

To foster a clear understanding of the function of such units, all discharge centers operated by the Coast Guard have just been designated as United States Coast Guard personnel separation centers. As indicated in the Commandant's Circular No. 18–45, a personnel separation center is defined as an "integrated shore establishment with facilities, personnel and procedures designed to effect the rapid and orderly discharge or release from active duty of Coast Guard personnel and at the same time provide complete information on veterans' rights and benefits in accordance with existing laws and instructions."

It is expected that port security regulations, which have recently been eased or abolished entirely in most areas on the Atlantic and Gulf coast, the Great Lakes and inland rivers, will be likewise lifted promptly upon the Pacific coast. This action will be particularly welcome to the operators of small pleasure craft. At the same time that port security regulations are lifted, there will cease to be a need for the thousands of men and women serving in the Coast Guard's Temporary Reserve, and these forces will be disenrolled.

In Washington, in accordance with orders of the Secretary of the Navy, the workweek of Coast Guard employees has been reduced from 48 to 44 hours, and the Saturday half-holiday restored.

The Coast Guard is requesting legislation to permit accepting a limited number of reserve officers and enlisted men in the regular Coast Guard, and steps have already been taken to determine the response which may be expected to such an opportunity.

Officer and enlisted personnel of the Women's Reserve will be placed on a preference list for release from duty in accordance with a "points" formula similar to that for male personnel. Thirty-five points will be required in the case of officers and 29 points in the case of enlisted personnel. One-half point will be credited for each year of age, and one-half point for each month of service on active duty. Ten points will be allowed for a state of dependency.

FORMER CAPTAIN OF PORT AIDS REORGANIZATION OF GERMAN WATERWAYS

To assist in the reestablishment of inland waterway traffic in Germany, a Coast Guard officer experienced in port security work on the Ohio River, has been detailed to the United States Group, Control Council for Germany. This officer is being assigned to the Public Safety Branch of the Internal Affairs and Communications Division, to direct the planning and policy activities concerned with the reconstruction and operation of the Wasserschutzpolizer (waterways police). The officer selected is Commander Francis W. Leahy, USCGR, at one time captain of the port of Pittsburgh, Pa., and principal travelling inspector under the former Bureau of Marine Inspection and Navigation.

SUPERVISION OF POSTWAR RETURN OF MUNITIONS TO FALL TO COAST GUARD

The reloading of munitions, a task of considerable magnitude which is now going on in Europe under the direction of specially trained Coast Guard details, is soon expected to begin on a large scale in the Pacific. Following the termination of hostilities in Europe, Coast Guard groups experienced in the handling and loading of explosives were sent immediately to the principal European ports through which munitions were to be returned to the United States or routed direct to the Pacific. At the same time approximately 25 officers were sent to various advanced bases in the Pacific where cargo vessels were unloading explosives. Because of the surrender of Japan, it is expected that the size of the Coast Guard details in the Pacific will be considerably increased; and that their task will not be completed for several months.

The reloading of hundreds of thousands of tons of bombs and other explosives in Europe has been placed under the supervision of Commander John T. Stanley, USCG. Five hundred and fifty Coast Guardsmen have been assigned to 12 European ports including Cherbourg, Le Havre, Marseilles, and Naples, to supervise the loading of munitions into the cargo ships for shipment elsewhere. These Coast Guardsmen include 300 who supervised the loading of millions of tons in American ports for the European campaign.

155TH ANNIVERSARY MESSAGE FROM THE COMMANDANT

On this, the one hundred and fifty-fifth anniversary of our service, I send warmest congratulations to men and women of the Coast Guard. I am understandably proud of your record in carrying on the traditional and historic jobs of the Coast Guard and at the same time attaining a glowing combat record. Such service is a splendid testimonial to your remarkable versatility, for it is this quality which has enabled our Service to achieve a creditable and colorful record in the present world conflict. The job at hand is not finished. It is continuous and hard. But I am confident it will be completed with the same determination and valor that has been characteristic of the Coast Guardsmen since 1790.

HAMILTON'S REPORT OF 1790 RESULTED IN THE FORMING OF THE COAST GUARD

In connection with the celebration of the one hundred and fifty-fifth anniversary of the establishment of the United States Coast Guard, there is on display in the Library of Congress in Washington, a document from the archives of the United States House of Representatives, bearing the signature of Alexander Hamilton, the first secretary of the treasury, and recommending the building of 10 cutters for the collection of the revenue. This was the origin of the Coast Guard, in early days known as the Revenue Marine. Parts of this document, which bore the date April 22, 1790, are reproduced herein, and embrace the following statements:

Treasury-department April 22d 1790

In obedience to the order of the House of Representatives of the 19th day of January last, The Secretary of the Treasury respectfully submits the following report:

First, As to the "Act imposing duties on Goods, Wares and Merchandises imported into the United States."

1. SECTION I. The duties specified in this Act, according to this Section, took effect throughout the United States from and after the first day of August last. But as the Act for the collection of those duties did not pass 'till the last day of July, it was of course impossible, that the officers for carrying it into execution, could be appointed, commissioned and ready to enter upon the execution of their offices, at the day fixed for the commencement of the duties. The Custom-houses in the several States were not organized 'till at different periods from the fifth of August to sometime in September, and in the intervals several importations took place. In some instances, duties were paid under the State-laws, in others none were paid.

* * *

The following is submitted as a proper establishment for this purpose.

That there be ten boats, two for the coasts, bays and harbors of Massachusetts and New Hampshire, one for the sound between Long Island and Connecticut; one for the Bay of New York; one for the bay of Delaware; two for the bay of Chesapeake; (these of course, to ply along the neighboring coasts;) one for the coasts, bays and harbors of North Carolina; one for the coasts, bays and harbors of South Carolina; and one for the coasts, bays and harbors of Georgia.

Boats of from thirty six to forty feet keel, will answer the purpose, each having one captain, one lieutenant, and six mariners, and armed with swivels. The first cost of one of these boats, completely equipped, may be computed at one thousand dollars.

The following is an estimate of the Annual Expense:

10 Captains	at 40	Dollars	per	month	4,800
10 Lieutenants	at 25	Ditto	per	ditto	3,000
60 Seamen	at 8	Ditto	per	ditto	5,760
Provision					3,000
Wear and Tear					2,000
				Dollars	18,560

The utility of an establishment of this nature must depend on the exertion, vigilance and fidelity of those, to whom the charge of the boats shall be confided. If these are not respectable characters, they will rather serve to screen than detect frauds. To procure such, a liberal compensation must be given, and, in addition to this, it will, in the opinion of the Secretary, be advisable, that they be commissioned as officers of the Navy. This will not only induce fit men, the more readily to engage, but will attach them to their duty by a nicer sense of honor.

All which is humbly submitted

ALEXR. HAMILTON,
Secy. of the Treasury.

HAMILTON'S RECOMMENDATION FOR 10 CUTTERS

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ties for the bay of Chesapeake; (these of course, to ply along the neighboring coasts;) one for the coasts, bays and harbors of North Carolina; one for the coasts, bays and harbors of South Carolina; and one for the coasts, bays and harbors of Georgia.

Boats of from thirty six to forty feet keel, will answer the purpose, each having one captain, one Lieutenant, and six mariners, and armed with swivels. The first cost of one of these boats, completely equipped, may be computed at one thousand dollars.

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All which is humbly submitted

Alex.r Hamilton

Sec.y of the Treasury.

TERMINATION OF WAR BRINGS CHANGES IN COAST GUARD TRAINING PROGRAM

Because of the impending reduction in military personnel, Coast Guard Headquarters has canceled that portion of its training program not directly related to its peacetime activities. It has not been necessary to make any changes in the regular curriculum at the Coast Guard Academy, as the 4-year curriculum was reestablished in 1944.

The preparatory school at Groton, Conn., preparing men for the examinations leading to appointment to the Coast Guard Academy, convened a class of approximately 200 on 15 August. Since this is a 32-week course of instruction, given only once a year, a decision regarding future classes is not necessary at this time.

A small group of SPAR officer candidates began their training at Manhattan Beach on 15 August. As it has been ascertained that additional SPAR officers will be needed at demobilization centers, it is expected that this class will be commissioned.

Training for commissioned and warrant officers in high-frequency direction-finder plotting and evaluating will continue at its present level.

Training at the following schools has been cancelled by dispatch:

Advanced Diesel—NTS, Fairbanks-Morse, Beloit, Wis.

Advanced Gunner's Mate and Electric Hydraulic, Navy Yard, Washington, D. C.

Advanced Fire Control—Navy Yard, Washington, D. C.

Advanced Gunner's Mate—NTS (Adv. GM) FSS, Naval Repair Base, San Diego, Calif.

Port Security, CGTS, Ft. McHenry, Baltimore, Md.

Sonar Operator and Matériel Refresher—NTS, Norfolk, Va. (3 wks) for further transfer to Fleet Sonar School, Key West, Fla.

Sonar Operator and Matériel Refresher—NTS (Radio) NavTraCtr (3 wks) for further transfer West Coast Sonar School, San Diego, Calif.

Sound Motion Picture Technician—NTS, NavTraCtr, Bainbridge, Md.

Damage Control—CGTS, Ft. McHenry, Baltimore, Md.

Stewards—CG Academy, New London, Conn.

Motor Machinist's Mate (Hall-Scott Engines)—CGTS, Groton, Conn.

Quartermasters (rated)—CGTS, Groton, Conn.

Signalman (rated)—CGTS, Groton, Conn.

Boatswain's Mate (male)—CGTS, Groton, Conn.

The following schools will be temporarily discontinued:

Gunner's Mate—Groton, Conn.

Carpenter's Mate—Groton, Conn.

Ship's Cook—Groton, Conn.

Motor Machinist's Mate—Groton, Conn.

Electrician's Mate—Groton, Conn.

Pharmacist's Mate—Groton, Conn.

The Coast Guard Training Station at Manhattan Beach, N. Y., will be an intake center through which enlisted personnel will flow to demobilization centers. To make space available for this function, recruit training will be transferred to Curtis Bay, Md., with the exception of SPAR training.

COAST GUARD DEVELOPS TECHNIQUE OF FIGHTING SHIP ENGINE ROOM FIRES

Findings of a 5 months' study of the control and extinguishment of fuel-oil fires in the machinery spaces of vessels are presented in a report just issued by the Coast Guard, which undertook the study on a Liberty ship berthed at the Fort McHenry Training Station, Baltimore, Md.

The report states that 11 fire-extinguishing experiments were made on the ship in the 5-month period ending December 1944. These studies of what takes place during severe burning in the machinery space have taken much of the mystery out of engine or boiler-room fires. Techniques which were devised for the extinguishment of fires in machinery spaces are simple and easily applied.

Laboratory for the tests was the Liberty ship *Gaspar de Portola* which was turned over to the Coast Guard by the War Shipping Administration after the ship ran aground and was found damaged beyond economical repair. The ship was towed to Baltimore, where the tests were made.

As a result of the tests, the report draws the following conclusions:

If carbon dioxide is released promptly after an oil fire has started within the machinery space, the volume of carbon dioxide is sufficient to extinguish the fire and prevent reignition.

To control and extinguish a major oil fire within the machinery space, it is necessary to effect control of the air flows into the space by closing all doors, covering ventilators and other openings.

TRAINING SCHOOLS FOR COAST GUARD ENLISTED PERSONNEL

School	Location	Weeks	Special qualifications	Convening dates
*Aerographer's Mate	NTS, NAS, Lakehurst, N. J.	14	Nonrated men, high-school graduate with special qualifications.	First of every month.
Aids to Navigation	CGTS, Groton, Conn.	21	Chief or 1c MM, MOMM, EM, or other rating if qualified by mechanical ability or experience.	10 Sept. 1945 and every 7 weeks thereafter.
Aviation Radio	CG Air Station, San Diego, Calif.	10	RM2c or below who have had at least 6 months' sea duty or have completed a tour of foreign duty, have special physical qualifications, and are under 28 years.	10 Sept. 1945 and every 4 weeks thereafter.
Deep-Sea Divers	NTS (Deep-Sea Divers), Navy Yard, Washington, D. C.	5 mo.	Cox, BM, GM, MM, MoMM, CM with mechanical aptitude who are physically qualified in accordance with Art. 1536 of BuMed Manual.	1 Oct. 1945 and every 2 months thereafter.
*Direction Finder	CGTS, Atlantic City, N. J.	4	Radiomen, any class	24 Sept. 1945 and every 4 weeks thereafter.
Electrician's Mate (Telephone), advanced.	CGTS, Groton, Conn.	12	Rated EM (T)	10 Sept. 1945 and every 12 weeks thereafter.
Fireman	CGTS, Alameda, Calif., CGTS, Curtis Bay, Md.	6	Nonrated men	Various.
Radar Operator	(Radar Operators), Pt. Loma, San Diego, Calif.	5	Nonrated men with related experience.	Every Monday.
Radio Matériel, advanced.	CGTS, Groton, Conn.	28	RT with experience and special qualifications.	10 Sept. 1945 and every 4 weeks thereafter.
Radio Matériel, basic.	do	16	Nonrated men with related experience.	Do.
Radioman	CGTS, Atlantic City, N. J.	24	Preferably nonrated men with related experience.	3 Sept. 1945 and every 4 weeks thereafter.

*It is preferable that applications for training prefaced by the asterisk (*) be forwarded to Headquarters or selection. However, applications for other training may be forwarded when desirable.

A major fire involving fuel oil under the floor plates can be extinguished by effecting complete control of air flows and the use of low-velocity water fog applied from the upper level at one point only.

The possibility of a smoke explosion occurring within the machinery space, upon admission of air, after all air intakes have been closed for a period of time, is believed to be eliminated by the presence of the opening between the smoke stack and the stack casing. This opening is located at the highest point in the machinery space and provides a natural outlet for the continuous escape of a major part of the heated smoke.

The shaft tunnel and the opening in the bulkhead between the shaft tunnel and the machinery space provide a natural avenue of attack on the level of the fire. When the door to the machinery space is opened, there is a strong indraft of air which drives the flames and smoke from the thrust recess toward the interior of the machinery space.

When complete control of the air flowing into the machinery space cannot be achieved, the most practical method of procedure is as follows: (1) Maintain as complete control of air flows as possible; (2) apply sufficient volume of water, in the form of low-velocity fog, from the upper level of the space to reduce the temperature to an extent which will permit fire-fighting parties to operate at the floor plate level; (3) attack by way of the shaft tunnel door and apply the necessary volume of mechanical foam to effect complete extinguishment.

NEW EDITION OF MERCHANT MARINE SPECIMEN EXAMS IS ISSUED

A new edition of the Coast Guard publication Specimen Examinations for

Merchant Marine Deck Officers, has just been issued and is now available to interested persons. This new edition is essentially the same as the original issue of 1943, but contains many minor changes, including the substitution of many new questions in the various examinations. The booklet contains 34 pages.

INDEX TO VOLUME II OF COAST GUARD BULLETIN NOW PUBLISHED

An index to volume II of the Coast Guard Bulletin has just been published and is now being distributed. Volume II contained 36 monthly issues, beginning with that of July 1942 and ending with June 1945. The index consists of 20 printed pages. It is being distributed to all units and persons on the regular mailing list for the Bulletin, and additional copies may be obtained on application to Headquarters.

THE CUTTER HUGH McCULLOCK (1897–1917)

The cutter *Hugh McCullock* was one of five vessels of the Revenue Cutter Service which served with the Navy under Admiral Dewey at Manila. The cutter was credited with firing the first shot in the Spanish-American War, and later with carrying the news of victory at Manila Bay to Hongkong, from where it was cabled to the United States. The *Hugh McCullock* also saw service with the Navy during the First World War.

HANDBOOK OF MAGNETIC COMPASS ADJUSTMENT AVAILABLE TO PUBLIC

A special printing of the second edition of Hydrographic Office Publication No. 226, Handbook of Magnetic Compass Adjustment and Compensation, is now available for public sale. According to the introduction, this handbook covers magnetic compass correction for both normal and degaussed conditions. It has been prepared in order to present all pertinent information regarding the practical procedures of adjustment and compensation in one text.

Although the text is presented as a systematic treatise on compass adjustment and compensation, ship's personnel who are inexperienced with compass correction will find sufficient information in chapters I and X. The text is the outgrowth of lecture notes prepared by the authors while presenting courses of instruction in adjustment and compensation at the Magnetic Compass Demonstration Station, Naval Operating Base, Norfolk, Va.

Copies may be purchased from the Superintendent of Documents, Washington 25, D. C., at $1 each.

NAVY PRESCRIBES ORDER OF PRECEDENCE IN WEARING OF DECORATIONS

The present war having continued for such time as to entitle thousands of members of the military services to various medals, badges, and ribbons, the wearing of such decorations has posed many problems. To clarify the situation for members of the Navy, the Coast Guard, and the Marine Corps, the Bureau of Personnel of the Navy Department has issued a circular letter upon the subject. This letter states that the Secretary of the Navy has approved the following precedence list of decorations, medals, and badges, or their ribbons, and that these items shall be worn in the following order:

UNITED STATES DECORATIONS

Medal of Honor (old and new) (Navy).
Medal of Honor (old and new) (Army).
Navy Cross.
Distinguished Service Cross (Army).
Distinguished Service Medal (Navy).
Distinguished Service Medal (Army).
Legion of Merit.
Silver Star Medal.
Distinguished Flying Cross.
Navy and Marine Corps Medal.
Soldier's Medal (Army).
Bronze Star Medal.
Air Medal.
Commendation Ribbon.
Purple Heart.
Specially Meritorious Medal (no longer awarded).
Presidential Unit Citation.
Distinguished Unit Badge (Army).
Navy Unit Commendation.
United States of America Typhus Commission Medal (awarded by the President).
Gold Life-Saving Medal (awarded by the Treasury Department).
Silver Life-Saving Medal (awarded by the Treasury Department).

UNITED STATES COMMEMORATIVE MEDALS

Dewey Medal (medal commemorating Battle of Manila Bay).
Sampson Medal (medal commemorating naval engagements in the West Indies).

NC–4 Medal (commemorating the first trans-Atlantic flight of the United States naval flying boat in May 1919).
Byrd Antarctic Expedition Medal (1928–30).
Second Byrd Antarctic Expedition Medal 1933–35).

UNITED STATES CAMPAIGN AND SERVICE MEDALS

Civil War.
Expeditionary Medal (Navy and Marine Corps, initial award 1874).
Spanish Campaign.
Philippine Campaign.
China Relief Expedition.
Cuban Pacification.
Nicaraguan Campaign, 1912.
Mexican Service.
Haitian Campaign, 1915.
Dominican Campaign.
Victory Medal.
Army of Occupation of Germany medal (1918–23).
Haitian Campaign, 1919–20.
Second Nicaraguan Campaign.
Yangtze Service.
China Service.
American Defense Service.
Area campaign medals (worn in order as earned).
(*a*) American Area.
(*b*) European-African-Middle Eastern Area.
(*c*) Asiatic-Pacific Area.

PHILIPPINE COMMONWEALTH DECORATIONS

PHILIPPINE COMMONWEALTH CAMPAIGN RIBBONS

GUNNERY MEDALS

Admiral Trenchard Section Navy League Medal.
Knox Gun-Pointer Medal.

UNITED STATES MISCELLANEOUS MEDALS

Navy Good-Conduct Medal.
Bailey Medal.
Naval Reserve Medal.
Medal for Merit (for civilians only).

UNITED STATES SMALL-ARMS MEDALS AND BADGES

Expert team rifleman's medal (no longer issued).
Expert rifleman's bar (no longer issued).
Sharpshooter's medal (no longer issued).
Expert pistol shot's pin (no longer issued).
Navy distinguished marksman's medal.
Marine Corps distinguished marksman's medal.
Navy distinguished pistol shot's medal.
Marine Corps distinguished pistol shot's medal.
Fleet rifleman's medal.
Fleet pistol shot's medal.
Navy expert rifleman's medal.
Marine Corps expert rifleman's badge.
Navy expert pistol shot's medal.
Marine Corps sharpshooter's badge (rifle).
Marine Corps marksman's badge (rifle).
Marine Corps rifle competition badge (gold, silver, and bronze).
U. S. Fleet, Fleet and Force rifle match "place" medal.
Marine Corps division rifle competition badge (gold, silver, and bronze).
Marine Corps pistol competition badge (gold, silver, and bronze).
U. S. Fleet, Fleet and Force pistol match "place" medal.
Marine Corps division pistol competition badge (gold, silver, and bronze).
Lauchheimer trophy medal (gold, silver, and bronze).
Short-range battle-practice medal for midshipmen.
Medal for Naval Reserve Officers' Training Corps.
Marine Corps Basic Badge (for infantry weapons other than rifle).
Bars (fastened between the holding pin and medallion or basic badge).
EX—Bayonet.
EX or SS—Pistol.
EX or SS—Auto. rifle.
EX or SS—Submachine gun.
EX or SS—Machine gun.
EX or SS—Howitzer.
EX or SS—L. Arty.
EX or SS—D. Arty.
Expert Rifleman's Requalification Bar.

DECORATIONS AND CAMPAIGN MEDALS OF FOREIGN COUNTRIES

Medals or badges awarded for service performed while in the Army, Marine Corps, or other branch of the Government, if not included among the foregoing, should be worn in the order specified by the respective services. If conferred for war or campaign service, they shall be worn to conform with the chronological sequence as set forth in this list; but if for otherwise meritorious conduct or service proficiency, they shall be worn to conform with the general plan set forth in these regulations, and as far as consistent with the order specified by their respective services.

THE CUTTER "HARRIET LANE"

This cutter, a side-wheel vessel, was the first successful steam cutter. In 1858 and 1859 it performed blockade duty with a naval force during the Paraguay Expedition. During the Civil War

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it participated in the capture of Fort Hatteras and Fort Clark, and fired the first shot at Fort Sumter. It finally was captured by the Confederates.

FIVE-YEAR STANDARDIZATION PROJECT HAS REDUCED BUOY TYPES TO 40

Five years ago, with over 16,000 buoys then in service, with about 9,000 held in reserve, the Coast Guard recognized the need for the standardization and modernization of the design and construction of this equipment. The experience of more than 150 years, and the many developments in body design and signalling equipment were reflected in the multiplicity of buoy types in the service. Standardization of such features as coloring, numbering, shape, and light characteristics had been achieved years ago, but differences in structural details and sizes had multiplied greatly and tended to increase, due partly to the long life of most buoys. It was the standardization of buoy sizes and structural details that was most promising. Such a program offered a means of reducing costs, simplifying operating practices, and bringing about greater overall efficiency.

The standardization program was activated in 1941, the initial stage consisting of a comprehensive survey, classification, and recording of every buoy owned by the Service at the time. This survey provided definite information regarding the great number of buoys which had been acquired during a period of more than 30 years. The multiplicity of types had been known, but exact records had not before been compiled. This variety of buoy types had resulted not so much from a lack of standardization in years past, as from a number of periods through which the service had passed where funds were not available and desired buoy types had to be improvised from older and often outmoded varieties.

The multiplicity of buoys in use in the various districts tended to perpetuate itself, and would have continued were it not for definite headquarters action. This condition was the result of several factors, including the building up of stocks of spare parts of certain types of buoys, the reluctance to establish a new type in an area where an older type was used predominantly, because of servicing complications, and the belief of personnel that types with which they were familiar were most advantageous.

When the preliminary survey was completed it was found that there were 170 different types of buoys being used by the Coast Guard. It was the consensus of opinion that this number was far in excess of the number of standard buoys required to meet all conditions. It was tentatively estimated that about one-sixth of the number, or about 34 buoys well designed, would be sufficient to fulfill all requirements.

In proceeding with its plan for the standardization of buoys, which necessarily involved the gradual elimination of many older types and the designing of certain new ones, Headquarters avoided the charge of arbitrariness through careful consultation with field personnel. The conditions under which all the existing types of buoys were utilized were carefully studied, and the reasons why each type was favored both by district office personnel and base and cutter personnel were taken into consideration. Suggestions of manufacturers were not overlooked either, labor and cost-savings changes being considered where these did not adversely affect handling and maintenance. The decisions which were eventually made represented to a very high degree the best thought in the service.

In proceeding with the standardization studies, it was the practice to take a certain group of buoys, used in widely separated parts of the country, perhaps, but for generally similar purposes. An analysis of the conditions under which these buoys were employed, the requirements dictated by servicing vessels and shop facilities, usually indicated the practicability of eliminating one or more of the types. Frequently this was accomplished by the designing of a single new buoy having the desirable features of two or more older types.

An example of this manner of approach was the consideration of the 8 x 26 buoy, this being a medium-size buoy having a wide range of adaptability. Four riveted buoys of this type had been manufactured and were in service, and favorable reports on them had been received. There was also in service a 9 x 32 buoy, an 8 x 23 buoy, an 8 x 20 buoy, and a 7 x 18 buoy. (In this buoy nomenclature, the first figure is the diameter of the buoy body, and the second figure the over-all length). In this instance it was found that a redesigned 8 x 26 buoy fulfilled the needs of all situations where formerly several different types had been in use.

The greatest change made in the design of buoys during the past quarter century, other than new lighting ap-

paratus, has been the result of the introduction of welding. Formerly all buoy parts were joined by riveting and the joints made watertight by caulking. Some experiments were made with oxy-acetylene welding, particularly in the repairing of damaged parts and in making joints between plates watertight, but the development of the electric-welding process made feasible a general redesign of buoys and the full use of welding in their assembly. In the newly standardized buoys riveting has been entirely replaced by welding. The use of welding has made possible many radical changes in the details of design, with a considerable saving of weight and also increase in strength. Many steel castings have been eliminated in the process and their places taken by shapes cut from flat plates. It has also been possible to standardize certain individual parts of buoys, so that a single part may now serve for several different types.

Certain standard parts were adopted for the towers which carry the lights and sound signals, permitting quantity production. The head plates of a number of buoy bodies have been standardized, resulting in a decrease in the cost of these parts which are dished to a definite radius.

From the point of view of fabricating, one of the most important improvements in design, directly affecting the cost, is the attachment of the cast-iron counterweight. On an 8 x 26 buoy the counterweight weighs 4,400 pounds, and on the 9 x 32–B 8,800 pounds. Previously the counterweight was cast of iron and machined to slip over the tube, being drilled and bolted to it. The new method calls for a plain, unfinished iron casting, circular in shape, rectangular in section and attached by the welding of a bar plate above and below the counterweight. The small space in between the counterweight and tube is filled with a heavy pitch poured hot.

Many steel castings were used on buoys. Because of the war it was difficult to obtain these without long delays. It, therefore, became highly desirable to find a substitute. The lifting lugs, mooring lugs, and tower feet were the first castings to be eliminated. The lifting lug and the mooring lug which are similar in shape and strength requirements were replaced by similar shapes cut from steel plates. These flat-plate lugs are attached by being inserted in slots burned through the head and welded both inside and out. The tower feet are more difficult to make and unless castings cannot be obtained, manufacturers do not care to fabricate this part. It has been and is done with success and both casting and fabricated plate constructions for tower feet are shown on the plans to furnish the contractor with an optional construction item.

The present series of buoys, resulting from the standardization, consists of 28 unlighted buoys, 3 unlighted sound buoys, 10 lighted buoys, and 1 mooring buoy. The number of unlighted metal buoys (24) has, of course, been swelled by the fact that both a nun and a can shape must be provided in each type to carry out the lateral system of buoyage. There are five approved classes of unlighted buoys: wood spars, tall cans and nuns, standard cans and nuns, special cans and nuns, and river cans and nuns. In each of these classes there are three different sizes (four sizes of wood spars), providing a sufficient variety to meet all conditions under which buoys are established. Unlighted sound buoys have been reduced to three types only. Bell buoys are now made in two diameters, 8 and 9 feet, these bodies being fitted with either bells or gongs. A single type of whistle buoy, 7 feet in diameter has been approved.

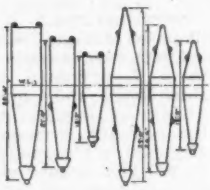
There are now six types of light and sound buoys, the largest 10 feet in diameter and 39 feet in over-all length, and the smallest 6 feet in diameter and 20 feet in over-all length. In addition there are four lighted buoys of moderate size without sound signals. Three of these are of the comparatively new flat bottom type, designed for use in shallow water where there is strong current. A special feature of these buoys is the collector ring encircling the bottom which tends to retard the flow of the current and thus hold the buoy in an upright position.

Many of the special types originally developed on the Mississippi and Ohio River systems have been abandoned, and three river-type buoys developed for use not on these rivers only but in any part of the country where conditions are similar.

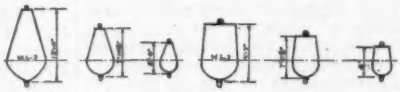
Standardization of buoys has been of great value during the present war for it has facilitated the manufacture and procurement of the vast quantities of such navigational aids as have been required by the military authorities for the marking of approaches to advanced bases and various operating theatres. By tending to keep down the number of patterns in use, the standard types have reduced the cost of manufacture in many respects, at the same time speeding up production in this field.

STANDARD TYPES OF BUOYS USED

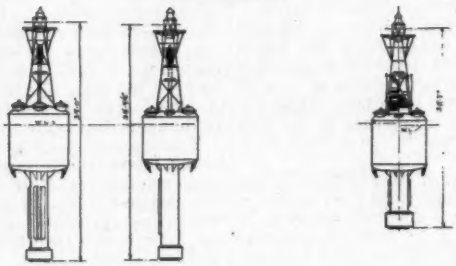
TALL



STANDARD



LIGHTED SOUND

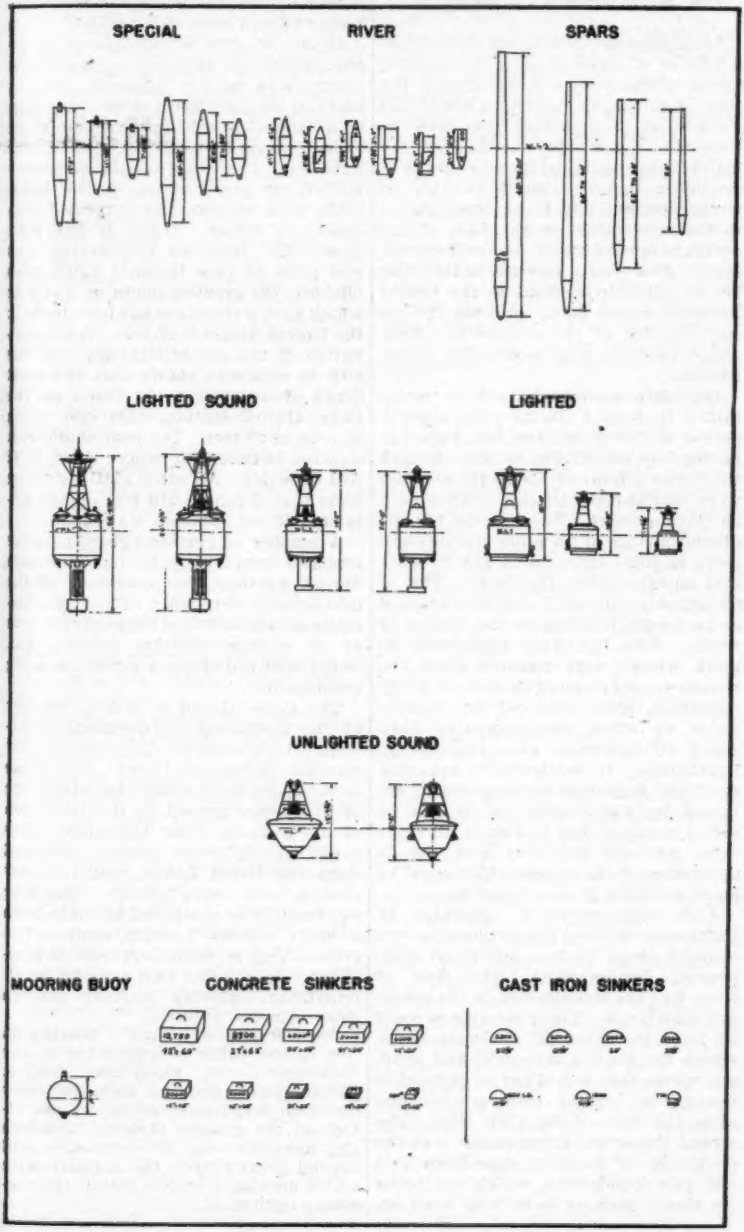


UNLIGHTED SOUND

ANCHORS

BALLAST BALLS

IN WATERS OF THE UNITED STATES



THE POSITION OF LIGHTSHIPS IN THE POSTWAR PERIOD

Lightships are now being replaced on a number of stations along the Atlantic Coast which were vacated during the time of submarine activity. While this restoration of lightships may soon be complete, the entire question of the maintenance of lightships as a means of providing certain signals as aids to navigation is likely to be reconsidered in the near future in the light of important developments in engineering fields. As a steady decrease in the number of lightship stations in the United States has been going on since 1917, a consideration of the reasons for these discontinuances may foreshadow future trends.

Lightship stations have been maintained in United States waters for a period of 125 years, the first lightship having been established in 1820. During that time a total of about 119 stations were established. Of this number only 29 remain today. The reasons for the discontinuance of the other stations will serve to some extent as a key to what may be expected in the future. Out of 90 lightship stations 6 were discontinued as no longer justified by the volume of traffic. Two lightships established to mark wrecks were removed when the wrecks ceased to be of danger. Twenty lightships were replaced by lighted buoys or other less expensive aids. About 30 lightships were replaced by lighthouses. It is therefore apparent that most lightships were eventually replaced by lighthouses and it can be safely assumed that in almost all cases these provided mariners with signals more efficient than those which could be made available from a lightship.

This replacement of lightships by lighthouses built on submarine sites was brought about by two important engineering developments. The first of these was the introduction of the screw-pile lighthouse. These structures could be built in water of moderate depth where the bottom was mud and sand, and where they would not be exposed to heavy seas. Many were erected just after the close of the Civil War. The second important development was the designing of massive stone-filled crib and pile foundations, which can resist ice shove, such as have been used extensively upon the Great Lakes. Lighthouses on foundations of this character have replaced several lightships.

In the erection of lighthouses to replace lightships an equal or greater efficiency was usually achieved only by building the lighthouse close to the edge of a channel and in approximately the same location formerly occupied by the lightship. This could usually be accomplished, as many of the earlier lightships were stationed in very moderate depths of water. While it has been practicable from an engineering and cost point of view to build lighthouses offshore, the greatest depth of water in which such a structure has been built in the United States is 26 feet. An examination of the list of lightship stations now in existence shows that the least depth of water is to be found on the Lake Huron station, this one being moored in 25 feet. The next shallowest location is Cross Rip where there is 42 feet of water. All other stations range from that depth to 210 feet on the Columbia River lightship station.

A number of outside lightships were replaced temporarily by lighted buoys during wartime, the possibility of the development of reliable, very large automatic radio-controlled buoys of such size as to contain medium power light, sound, and radiobeacon signals is being considered.

The Coast Guard is making studies of the possibility of designing lightships which could be operated without regular crews on board. In these studies, the Service has the advantage of experience gained in the operation of the Lake St. Clair Lightship. This comparatively small vessel, stationed upon the Great Lakes, had no crew aboard, and some of its signalling equipment was controlled by radio from a shore station 8 miles away. The present day problem, however, is complicated by the fact that practically all remaining lightship stations are in more exposed waters.

Another matter having a bearing on the future value of lightships is the development of electronic devices. Radar, loran, and the high frequency direction finder, may all have some effect on the general problem, although the increased use of electronics will depend greatly upon the rapidity with which merchant vessels install the necessary equipment.

DEPTHS OF WATER ON PRESENT LIGHTSHIP STATIONS

	Feet
Columbia River	210
Swiftsure Bank	195
Nantucket Shoals	180
Diamond Shoal	174
Cornfield Point	162
Blunts Reef	162
Portland	150
Umatilla Reef	150
Boston	144
San Francisco	108
Vineyard Sound	102
Fire Island	96
Five-Fathom Bank	91
Brenton Reef	90
Ambrose Channel	78
Barnegat	78
Winter-Quarter Shoal	78
Overfalls	66
Scotland	63
Chesapeake	63
Pollock Rip	60
Hen and Chickens	60
Frying-Pan Shoals	60
St. Johns River	57
Handkerchief	49
Savannah	48
Stone Horse Shoal	44
Cross Rip	42
Lake Huron	25

CHANGES IN ASSIGNMENT

Rear Admiral E. H. Smith assigned as District Coast Guard Officer, Third Naval District.

Commodore Milton Daniels assigned as District Coast Guard Officer, Fourth Naval District.

Commodore Merlin O'Neill detached from Headquarters and assigned as District Coast Guard Officer, Fifth Naval District.

Rear Admiral G. T. Finlay assigned as District Coast Guard Officer, Eighth Naval District.

Commodore James A. Hirshfield assigned as District Coast Guard Officer, Cleveland, Ninth Naval District.

Commodore Beckwith Jordan assigned as District Coast Guard Officer, St. Louis, Ninth Naval District.

Commodore W. H. Barton assigned as District Coast Guard Officer, Tenth Naval District.

Commodore E. A. Coffin assigned as District Coast Guard Officer, Fourteenth Naval District.

Commodore Norman Leslie assigned as District Coast Guard Officer, Seventeenth Naval District.

Rear Admiral Thomas M. Molloy released from active duty and returned to the retired list.

EARLY USE OF COAST GUARD SHIPS BY THE NAVY

The Navy's use of vessels of the Coast Guard in time of war is a practice of long standing, as evidenced by the following letter addressed to the Honorable Walter Forward, Secretary of the Treasury, on 23 July 1842. The signer of the letter, Abel P. Upshur, was recording clerk in the office of the Secretary of the Navy. The use of the cutters referred to in this letter was in the long drawn-out skirmishes of the Seminole Indian War.

Navy Department

SIR:

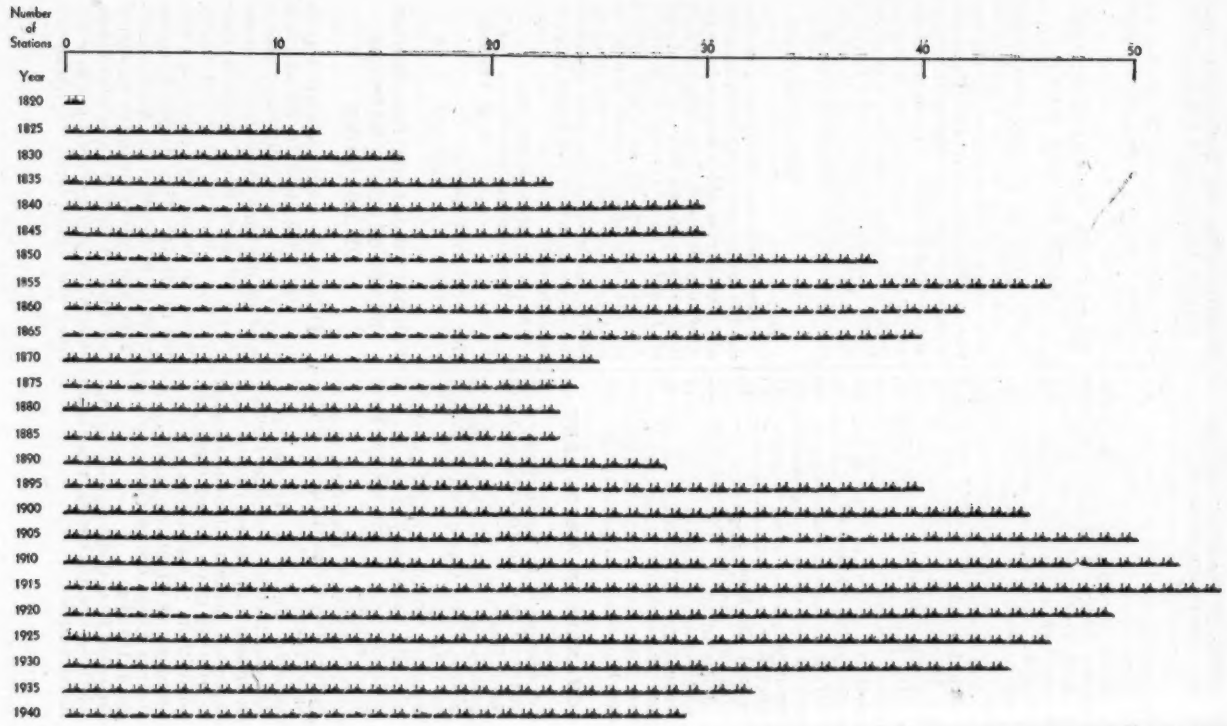
I have the honor to inform you that the Revenue Cutters *Jefferson*, *Madison* and *Van Buren*, which vessels have for some months past been employed in connection with the Navy on the Coast of Florida, have arrived at Norfolk. As their services are no longer needed by this Department, orders will be issued for their return to the Revenue Service, as soon as you may designate the person to whom you desire them to be delivered.

I am, with great respect, Sir,
Your obedient servant,
A. P. UPSHUR

Hon. WALTER FORWARD,
Secretary of the Treasury.

PROPER MOORINGS FOR MOTOR-BOATS OBVIATE DANGERS OF DRAGGING

Where many small boats are kept at moorings lying close to the channels used by large vessels, with no one aboard most of the time, there is a constant danger of such boats dragging their moorings or breaking adrift and causing damage to themselves or creating a hazard to others. This danger is aggravated by high water and floods, hurricanes, and the violent storms of winter. Coast Guard units in areas where large numbers of pleasure craft are kept are frequently called upon to render as-


Number of Stations
0
10
20
30
40
50
Year
1820
1825
1830
1835
1840
1845
1850
1855
1860
1865
1870
1875
1880
1885
1890
1895
1900
1905
1910
1915
1920
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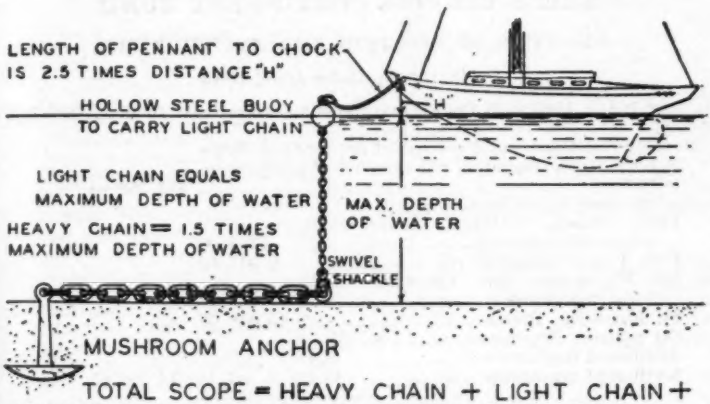
1930
1935
1940

PERMANENT YACHT MOORINGS
FOR WIND VELOCITIES UP TO 75 MPH


LENGTH OF PENNANT TO CHOCK IS 2.5 TIMES DISTANCE "H"
H
HOLLOW STEEL BUOY TO CARRY LIGHT CHAIN
LIGHT CHAIN EQUALS MAXIMUM DEPTH OF WATER
HEAVY CHAIN = 1.5 TIMES MAXIMUM DEPTH OF WATER
MAX. DEPTH OF WATER
SWIVEL SHACKLE
MUSHROOM ANCHOR

TOTAL SCOPE = HEAVY CHAIN + LIGHT CHAIN + PENNANT. ANGLE OF PULL EQUALS 23°35'. MINIMUM SPACE BETWEEN MOORINGS SHOULD BE 1.25 TIMES TOTAL SCOPE PLUS LENGTH OF BOAT.

RECOMMENDED EQUIPMENT

BOAT LENGTH	ANCHOR WEIGHT	CHAIN HEAVY	CHAIN LIGHT	PENNANT MANILLA	STAINLESS STEEL
25'	225 LBS.	7/8"	3/8"	1" DIA.	7/32" DIA.
35'	300	1"	7/16"	1 1/4"	9/32 "
45'	400	1"	1/2"	1 1/2"	5/16 "
55'	500	1"	9/16"	2 "	3/8 "

FOR DEAD WEIGHT MOORINGS SUCH AS CAR WHEELS AND CONCRETE BLOCKS THE WEIGHTS SHOWN FOR MUSHROOM ANCHORS MUST BE DOUBLED.

STRENGTH OF CHAIN

SIZE	WEIGHT LBS PR FT	BREAKING STRAIN LBS.	SAFE LOAD LBS.
3/8"	1.58	7440	1860
7/16"	2.10	10000	2500
1/2"	2.75	13200	3300
9/16"	3.35	16400	4100
5/8"	780	38400	9600
1"	1000	49600	12400

MANILLA ROPE

SIZE	SAFE LOAD
1/2" DIA.	530 LBS
3/4 "	1080 "
1" "	1800 "
1 1/4 "	2600 "
1 1/2"	3700 "
2"	6200 "

CAUTION

WHEN USING STEEL PENNANT BE SURE TO PROVIDE A SPECIAL BOW CHOCK AND MOORING BIT WITH LARGE RADII TO PREVENT UNDUE BENDING STRESS.

LAKE MICHIGAN YACHTING ASSOCIATION 1945

Copied from Lake Michigan Yachting Association Year Book, 1945.

sistance in such cases, where the difficulties could have been obviated had the boat owner realized what constituted an adequate mooring for the class of boat he possessed.

The Lake Michigan Yachting Association, in its yearbook for 1945, published data on small-boat moorings which is worthy of wide circulation. It is reprinted herein.

SHIP'S SERVICE CONTINGENT FUND

ANALYSIS OF RECEIPTS AND EXPENDITURES

Period: 1 April–30 June, 1945

Balance 1 Apr. 1945 with Coast Guard Headquarters trust fund			$36,560.58
Receipts:			
Monthly remittances of 5 percent of net profit of Ship's Service Store (including adjustments of previous remittances)		$12,359.94	
Discontinued Ship's Service Stores:			
Dist. Trasta, Catalina Island—additional remittance	$160.00		
Dist. Trasta, Grand Haven	2,314.09		
BP Warehouse, San Clemente—additional remittance	296.40		
St. Augustine Trasta	15,578.98		
CG Station, Providence	$1,019.73		
Additional remittance	8.40		
Additional remittance	19.05	1,047.18	19,396.65
Spar Training Station, Palm Beach—Balance of morale fund		3,314.60	
Repayment and return of loans (see supporting schedule)		3,300.00	
Total receipts			38,371.19
			74,931.77
Expenditures:			
Expenses:			
Bank charges, collection charges	$16.93		
Wire charges on dishonored check	.60		
To property accounting officer, Navy, for deliveries to Ship's Service Store, ESCANABA, since declared a marine casualty	696.72	$714.25	
Loans (see supporting schedule)		22,200.00	
Total expenditures			$22,914.25
Balance 30 June 1945 with Coast Guard Headquarters Trust Fund			52,017.52

SCHEDULE OF LOANS RECEIVABLE

Loans to—	Brought forward	Advances 1 Apr–30 June	Repayments and returns	Outstanding 30 June
FS 197	$300		$300	
FS 264	300			$300
FS 280	300			300
FS 374	300			300
USS LST 16	800			800
CGC *Lupine*	300			300
CGC *Mackinaw*	250			250
USS *Ochlockonee* (AOG–33)	500			500
USS *Oconee* (AOG–34)	500			500
CG Receiving Station, Kenmore, Wash	1, 000			1, 000
CG Barracks, Washington, D. C	4, 000		2, 000	2, 000
Volunteer Port Security Force, New Orleans		$1, 000	1, 000	
CGC *Mendota*		2, 500		2, 500
DCGO, 9ND, Cleveland		5, 000		5, 000
Operating Base, Chicago		4, 000		4, 000
Operating Base, Sault Ste. Marie		5, 000		5, 000
CGC *Owasco*		1, 000		1, 000
Barracks Receiving Station, St. Louis		1, 200		1, 200
CG Unit No. 203		2, 500		2, 500
	8, 550	22, 200	3, 300	27, 450

BALANCE SHEET

30 June, 1945

Assets:

Deposit account with Coast Guard Headquarters trust fund	$52, 017. 52	
Loans receivable	27, 450. 00	
		79, 467. 52

Capital:

Ship's Service Contingent Fund—General account	79, 467. 52

ADMINISTRATIVE BOARD
SHIP'S SERVICE CONTINGENT FUND

(Signed) J. A. GLYNN
Commander, USCG

C. A. ANDERSON
Commander, USCG

J. ROSENBERG,
Commander, USCG

INFORMATION ON VOTING BY MILITARY PERSONNEL

General information.—The following elections at which servicemen will be permitted to vote by State absentee ballot will be held during the period from 1 September to 31 December 1945. Unless otherwise indicated, eligible servicemen, members of the merchant marine and certain attached civilians may apply for an absentee ballot by mailing at any time the postcard application (USWBC Form No. 1) which may be secured from the voting officer. Executed ballots must be received by election officials by election day in order to be counted (unless otherwise indicated).

CONNECTICUT.—General municipal elections will be held in most cities and towns throughout Connecticut on 1 October 1945. At these elections, city

and town officers will be elected. General municipal elections will also be held in the following cities and towns on the dates indicated: 10 September—New London; 2 October—Colchester; 6 November — Bridgeport, Hartford, New Haven, Waterbury; 4 December—Meriden. Executed ballots in the case of elections held on 1 October must be in the hands of local officials by 1200 on 1 October. In all other elections executed ballots must be in the hands of local officials by 1800 of the day preceding the election.

ILLINOIS.—A special congressional election will be held on 6 November 1945, in the Twenty-fourth Congressional District comprised of the following counties: Clay, Edwards, Hardin, Gallatin, Hamilton, Johnson, Massac, Pope, Saline, Wayne, and White. At this election a Representative in Congress will be elected to fill the present vacancy.

A general election will be held on 6 November 1945, in the following counties: Alexander, Calhoun, Edwards, Hardin, Johnson, Massac, Menard, Monroe, Morgan, Perry, Pope, Pulaski, Randolph, Scott, Union, Wabash, and Williamson. One county commissioner will be elected from each county.

MASSACHUSETTS.—Municipal elections will be held on various dates in November and December in cities and municipalities in Massachusetts. Towns and cities holding elections and the dates of such elections are as follows: 6 November—Boston, Cambridge, Chicopee, Everett, Fall River, Fitchburg, Gardner, Leominster, Lowell, Lynn, Marlborough, Medford, Newton, Pittsfield, Quincy, Somerville, Springfield, Waltham, Westfield, Worcester; 13 November—Chelsea, Malden, Melrose, New Bedford, Peabody, Woburn; 4 December—Brockton, Gloucester, Haverhill, Holyoke, Newburyport, Northampton, Salem, Taunton; 11 December—Lawrence, North Adams, and Revere.

MICHIGAN.—A municipal general election will be held in the city of Detroit on 6 November 1945. At this election a mayor, city clerk, city treasurer, councilmen, and constables will be elected.

NEW JERSEY.—A general State election will be held in New Jersey on 6 November 1945. In all counties, members of the general assembly and various county and local officials will be elected. In addition, State senators will be elected in Burlington, Cape May, Hunterdon, Middlesex, Passaic, and Sussex Counties.

NEW YORK.—A general election will be held in New York on 6 November 1945, for mayors and other officials of cities (including New York City), towns, and counties. In addition, certain Justices of the Supreme Court will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by election officials before 1200 on 5 November 1945, in order to be counted.

OHIO.—A general election for city, village and township officials and members of boards of education will be held throughout Ohio on 6 November 1945. Executed ballots must be received by election officials by 1200 on 6 November 1945, in order to be counted.

PENNSYLVANIA.—A general election will be held in Pennsylvania on 6 November for municipal, town, and county officials. In addition, two Justices of the State Superior Court will be elected. Executed ballots must be received by the county board of elections not later than 1000 on 6 November 1945.

VIRGINIA.—A general election will be held in Virginia on 6 November 1945. At this election the Governor, Lieutenant Governor, Attorney General, Members of the House of Delegates, and certain local officers will be elected. The military absentee voting law does not extend to members of the merchant marine or to attached civilians. Executed ballots must be received by 3 November 1945, to be counted.

U. S. GOVERNMENT PRINTING OFFICE: 1945